

# The Yarmouth (Isle of Wight) Harbour Commissioners

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General Directions  
2012

**The Yarmouth (Isle of Wight) Harbour Commissioners**  
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# GENERAL DIRECTIONS

Yarmouth Harbour is a Trust Port.

The aim of the Yarmouth Harbour Commissioners is to promote and encourage the use of the Harbour for the enjoyment and benefit of all, to include business and leisure activities. This aim is taken into consideration in the putting into place of, and will be considered in the enforcement of, these General Directions. An enforcement of the General Directions by Court action will be a matter for the Yarmouth Harbour Commissioners, and a decision to take such formal action will be considered by the Commissioners acting reasonably in the interests of stakeholders and Harbour users as a whole.

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## Preliminary

1. These General Directions may be cited as the Yarmouth (Isle of Wight) Harbour General Directions 2012 (and are referred to as “the General Directions”). The General Directions are made pursuant to and may be amended from time to time by the Yarmouth Harbour Commissioners in the manner set out in The Yarmouth (Isle of Wight) Harbour Revision Order 2011 (“the HRO”).
2. These General Directions come into operation on 1 March 2012.
3. General Directions are rules issued by the Commissioners and they apply to all Harbour users, including those on the water within Yarmouth Harbour Commissioners’ jurisdiction and/or on any of the Commissioners’ property.
4. A Special Direction made pursuant to the HRO will normally be a verbal instruction to one or more Harbour users requiring immediate action.

5. In the event of any conflict arising between the provisions of these General Directions, the Byelaws, any Mooring Licences issued by the Yarmouth Harbour Commissioners and any Special Directions:
- (a) Special Directions shall take precedence over all others;
  - (b) General Directions shall take precedence over the Byelaws and any Mooring Licence.
6. The plans A-E contained in Schedule 2 of these Directions are for identification purposes only and in the event of any conflict between the definitions and such plans, the definitions shall take precedence.

## Interpretation

7. In these Directions the following words and expressions shall have the following meanings:-
- 7.1. **“the Byelaws”** – means the Yarmouth (Isle of Wight) Harbour Byelaws 1973.
  - 7.2. **“the Commissioners”** – means the Yarmouth (Isle of Wight) Harbour Commissioners.
  - 7.3. **“Fuel Bowser”** – means a moveable tank, pump or other appliance for the fuelling of vessels and includes any vehicle, trailer or similar device on which the bowser is mounted.
  - 7.4. **“the Harbour”** – means both the “Inner Harbour” and the “Outer Harbour”.
  - 7.5. **“the Harbour Master”** - means any person appointed as such by the Commissioners, and his deputies and assistants, and any other person or employee of the Commissioners for the time being authorised by the Commissioners to act, either generally or for a specific purpose, in the capacity of Harbour Master.
  - 7.6. **“Harbour water taxi service”** – means a service of vessels provided for the primary purpose of carrying members of the public to, from, or between locations within the Harbour limits and vessels (whether moored, anchored or underway) within the Harbour limits, being a service for which a fare is normally levied.
  - 7.7. **“the Inner Harbour”** - is defined in Schedule 1.
  - 7.8. **“the level of high water”** - means the level of mean high water spring tides.
  - 7.9. **“the level of low water”** - means the level of mean low water spring tides.
  - 7.10. **“the Master”** – when used in connection with a vessel means any individual, whether the owner or not, having or taking command, charge or management of the vessel for the time being.
  - 7.11. **“Mooring”** - includes any quay, buoy, pile, post, chain, pillar, pontoon or like apparatus or convenience provided or used for the mooring of vessels.
  - 7.12. **“the Outer Harbour”** - is defined in Schedule 1.
  - 7.13. **“Person”** – references to a person shall include, where the context admits, companies or other entities.

- 7.14. **“Public landing place”** – means any space or area designated by the Commissioners from time to time as a place for the public to embark or disembark crew or non-paying passengers from any vessel. This may include, but is not limited to, landing steps or pontoons. The word “Public” in this defined term is not intended in any way to imply a general public right of way over or to such place.
- 7.15. **“underway”** - when used in relation to a vessel means when it is not at anchor or moored or made fast to the shore or aground, and includes a vessel moving in the Harbour though its anchor is on the ground or seabed.
- 7.16. **“vessel”** - means a ship, boat, raft or water craft of any description and includes non displacement craft, personal watercraft, seaplanes and any other thing constructed or adapted for floating on or being submersed in water (whether permanently or temporarily) and a hovercraft or any other amphibious vehicle, used or being capable of being used as a means of recreation and/or transportation or commercial activity on water.
- 7.17. **“the Zone”** – means the area of the Outer Harbour off Norton Spit situated below the level of high water and bounded on its seaward sides by imaginary straight lines:-
- (a) commencing at a point 50°42.373 North 001°30.360' West and thence to
  - (b) 50°42.405' North 001°30.360' West and thence to
  - (c) 50°42.405' North 001°30.543' West and terminating at
  - (d) 50°42.355' North 001°30.562' West
- and on its landward side by the level of high water within the area so enclosed.

Headings are intended for guidance and do not form part of the General Directions.

## Navigation

8. The Master of a vessel navigating within the Harbour shall navigate the vessel with care and caution and in such a manner as shall not cause nuisance to the occupants of any other vessel or cause damage or danger to any other vessel, person or property.
9. The Master shall at all times comply with the International Regulations for Preventing Collisions at Sea 1972 (as such regulations are amended or replaced from time to time).

### 10. Speed Limits

Speed limits are in place and required to be complied with to ensure navigational safety for all harbour users and to avoid the creation of undue wash.

- (a) Every vessel navigating within the Inner Harbour shall not exceed a speed over the ground of four knots.
- (b) In respect of that part of the Outer Harbour enclosed to the east by the pier from the shore to the pier head, a line joining the eastern end of the pier head to Black Rock buoy, a line from Black Rock buoy due south to the shore to the west, and on the landward side by the level of high water within the area so enclosed every vessel navigating therein shall not exceed a speed over the ground of six knots.

For the purposes of identification only, a plan indicating these areas is shown in Schedule 2.

- (c) General Direction 10(a) and 10(b) shall not apply to any vessel being used in an emergency situation by the Police, Fire Service, RNLI, or any sailing/yacht club safety vessels. Further General Direction 10(a) and 10(b) shall not apply to any vessel being used by Yarmouth Harbour Commissioners in an emergency situation or for the purposes of enforcing these General Directions, any Special Directions or the Byelaws.
  - (d) Dinghy races or events organised by Yarmouth Sailing Club and taking place in the area of the Inner Harbour south of the swing bridge are exempt from the speed limit in General Direction 10(a) above provided that prior notification of the race(s) or event(s) has been given to the Harbour Master. For the avoidance of doubt, General Condition 11 shall continue to apply to vessels in such races or events.
- 11. The speed limits set out in paragraph 10 above are the maximum permitted speeds allowed in the relevant areas. Complying with the maximum permitted speed will not exonerate the owner, Master or crew of any vessel from the responsibility of reducing speed as necessary to minimise wash and disturbance and in the observance of normal practice of safe seamanship when passing mooring trots, pontoons, vessels alongside quays, jetties or pontoons, or vessels engaged in maritime works or in any circumstances which could endanger the safety of other persons, vessels or properties or cause damage thereto.
- 12. The Master of a vessel shall not use or permit it to be used to drift trawl or undertake any other net fishing or dredging for oysters in any part of the Harbour so as to be or to be likely to become an obstruction or danger to the navigation of the Harbour.
- 13. The Master of a vessel when under way shall cause her:-
  - (a) to be kept clear of dredgers or other craft engaged in the laying or retrieving of moorings, navigational works, salvage works or construction works authorised by the Commissioners; and
  - (b) to be navigated with care and caution and at a speed and in such manner as not to cause injury to or endanger the lives of persons engaged in underwater work.
- 14. The Master of any vessel shall forthwith, and certainly within 24 hours, report to the Harbour Master any collision in the Harbour in which the vessel is involved, and complete an Incident Report form as required by the Harbour Master, save that this Direction shall not apply to any collision between sailing dinghies if no significant damage is incurred.
- 15. The Master of a vessel which has sunk or grounded in the Harbour shall immediately advise the Harbour Master of its position and any other particulars he may require for the safety of navigation. If a vessel under tow has sunk or grounded the Master of the towing vessel shall also have responsibility to advise the Harbour Master as aforesaid. For the avoidance of doubt, this Direction shall not apply to any dinghy being launched or recovered, or which is grounded temporarily where no significant damage is incurred.
- 16. The owner or Master of a vessel which has been abandoned or has gone adrift or is missing from her moorings in the Harbour shall notify the Harbour Master of the relevant facts (to include date, time and circumstances) as soon as practicable after the Master becomes aware of the event.
- 17. The Master of a vessel when underway (or aground) in the Harbour shall ensure that at least one competent person is constantly on board for the navigation and management thereof.

18. No person shall cause a vessel in an unsafe or unseaworthy condition to navigate the Harbour except as necessary for that vessel's safety and that of her crew, and she shall then proceed to such place as may be indicated by the Harbour Master.
19. This Direction applies to that part of the Inner Harbour that lies North of the River Yar swing bridge. Any vessel fitted with an engine shall, when navigating this part of the Harbour, proceed under power. Any vessel fitted with sails and an auxiliary engine shall lower its sails and proceed under power. Any vessel wishing to navigate this part of the Harbour under sail shall give reasonable notice to the Harbour Master by VHF, telephone or in person. The organiser of any event during which it is anticipated vessels may wish to navigate this part of the Harbour under sail shall give the Harbour Master at least 24 hours' notice. This Direction 19 shall not apply in an emergency.

The Harbour Master may, under the powers of Special Directions, restrict sailing by a specified vessel (or vessels) through the above referred to part of the Harbour for limited periods in circumstances where it is necessary to maintain navigational safety.

20. No vessel, except for a vessel transiting the Harbour to access a boatyard, slipway, private mooring, harbour crane or fuel berth, is to enter the Harbour unless they have the express permission of the Harbour Master when either of the following signals is showing:-
- (a) by day a red flag shown from the flag pole at the seaward end of the ferry jetty at the East side of the Harbour entrance;
  - (b) by day and night "Harbour Full" signs on the dolphin at the West side of the Harbour entrance and at the seaward end of the ferry jetty at the East side of the Harbour entrance.

The Master of any vessel proceeding to a boatyard, slipway, private mooring, harbour crane or fuel berth shall make reasonable efforts to communicate, preferably by VHF, with the Harbour Master and advise him of his intentions.

**21. Boarding of vessels**

- 21.1. Any duly authorised officer of the Commissioners may, on producing if so required that officer's authority, enter and inspect a vessel in the harbour
- (a) for the purposes (including the enforcement) of any enactment relating to the Commissioners or any General or Special Direction or of any Byelaw of the Commissioners; or
  - (b) to prevent or extinguish fire
- but, except in an emergency, no entry shall be made under this General Direction 21 without notice first having been given to the owner or the person appearing to have charge of the vessel, and the notice shall have annexed to it a copy of this Direction.

22. No Master shall use or permit his vessel or equipment or other items to obstruct any public landing place, hard, pier, jetty, quay or slipway within the Harbour.
23. No naked flames of any sort are allowed at the fuelling berths, fuelling facility or pontoon, or the fuel tank storage area. Smoking and the use of mobile phones or any other portable electrical or electronic devices are prohibited in these areas.

24. Except in connection with safe and proper navigation, no musical instrument, radio, television, amplification equipment, computer, loudspeaker, gong, horn or bell shall be used in a manner which causes nuisance to others.
25. Except in connection with safe and proper navigation, no lights, including lasers or other beams shall be used in a manner which causes nuisance to others.

## Moorings

26. No person shall place, lay down, maintain or use any mooring or pontoon, (including one placed, laid or used before the commencement of these Directions), in the Harbour without a written licence granted by the Commissioners. The placing, laying down, maintenance or use of any agreed mooring by the Commissioners shall be in compliance with the conditions attached to that licence. In the absence of such licence or if conditions attached thereto are not complied with any such mooring shall be forthwith removed by the owner thereof if the Commissioners so require. If it is not so removed by the owner, the Commissioners may remove it and all costs incurred in their so doing shall be repaid to the Commissioners by the owner.
27. The Master of a vessel remaining at a mooring within the Harbour shall cause it to be properly and effectively moored, such that it is not only secure but also is not liable to cause any damage to any other vessel or property (including any pontoon, mooring or quay).
28. The Master of a vessel on entering the Harbour shall proceed to the mooring to which he is directed by the Harbour Master. He shall not move to a different mooring without the express permission of the Harbour Master. This Direction 28 shall not apply to vessels transiting the harbour to access a boatyard, slipway, private mooring, harbour crane or fuel berth.
29. When conditions require or in any event when required by the Harbour Master so to do the Master of a vessel shall cause at least one responsible person to be on board at all times whilst the vessel is anchored or moored in the Harbour.
30. In areas of the Harbour where the Harbour Master requires vessels to raft together, Masters must follow the Harbour Master's instruction to raft. Save as aforesaid, no Master shall make his vessel fast to any other vessel without the permission of the Master of such other vessel unless instructed so to do by the Harbour Master.
31. Anchoring in the Inner Harbour between the breakwater and the River Yar swing bridge is prohibited. Elsewhere in the Harbour, vessels must not anchor in the fairway or anchor so as to obstruct or be likely to obstruct navigation, and in the Outer Harbour must be in preferred anchorages only. Anchored vessels are liable to pay harbour dues. The Master of a vessel anchoring in the Harbour must notify the Harbour Master accordingly.
32. If any vessel lying within the Harbour parts from its anchor the Master of the vessel shall report the fact including the position of the lost anchor forthwith to the Harbour Master.
33. If at any time the anchor of a vessel hooks any mooring in the Harbour the Master of the vessel shall not proceed to clear the same, but shall as soon as possible advise the Harbour Master in order that the Harbour Master may provide aid in clearing the mooring without the sustaining of any damage to the mooring. Any damage caused by the Master in clearing his anchor from a mooring without, or prior to, notification to the Harbour Master will be the sole responsibility of the Master.



34. The Master of any vessel at a mooring in the Harbour shall ensure its anchors are securely housed and all other projections are stowed so that, once berthed, any such projections do not overhang any walkways or pontoons.
35. The Master of a vessel moored at any location within the Harbour shall not allow any fires, barbecues, burning or welding or any other sort of naked flame (except for properly installed permanent cookers fitted inside any vessel) on their vessel or on Yarmouth Harbour Commissioners' property without the prior specific written permission of the Harbour Master. In respect of burning or welding or other forms of hot work required for boat maintenance, a permit must be obtained from the Harbour Master and its terms fully complied with.
36. The Master of any vessel whether at a mooring, at anchor or underway within the Harbour shall not discharge water ballast without the prior written approval of the Harbour Master.
37. The Master of any vessel within the Harbour having on board any offensive goods, including anything giving off a smell, fumes or smoke which may cause nuisance to other Harbour users, shall following instruction from the Harbour Master remove the vessel and/or the cause of the smell, fumes or smoke from the Harbour and/or the Commissioners' property.

## **Passenger Vessels, Harbour Water Taxi Service and Passenger Landing Fees**

38. No person shall offer for hire or operate any vessel for the purpose of carrying fare paying passengers from or within the Harbour unless:-
  - (a) in respect of a vessel carrying not more than twelve passengers he holds a current licence granted by the appropriate local authority or issued by the appropriate national authority (e.g. Marine and Coastguard Agency);
  - (b) in respect of a vessel carrying more than twelve passengers he holds a current licence issued by the appropriate national authority (e.g. Marine and Coastguard Agency).
39. In addition to the provisions of paragraph 38 above regarding appropriate licensing no person (other than the Commissioners) shall operate a harbour water taxi service within the Harbour, or offer a vessel for use in the operation of a harbour water taxi service unless he is expressly licensed so to do by the Commissioners. The grant of such licences is at the discretion of the Commissioners and on such terms as the Commissioners shall consider reasonably appropriate in accordance with the provisions of the HRO. A licence granted by the Commissioners must be operated only within the limits of the terms and conditions of such licence.
40. The Master of any vessel who embarks or disembarks passengers and carries passengers for gain within, to or from the Harbour (including but not limited to any vessels referred to in paragraphs 38 and 39 above) shall declare and pay forthwith to the Harbour Master passenger landing fees as required by the Commissioners from time to time.

## Activities on or in the water

41. No person shall bathe or swim or attempt to bathe or swim anywhere within that part of the Inner Harbour from the Harbour entrance to an east/west line through the southern end of the southernmost mid stream pontoons in the river Yar, excluding any creeks or inlets off the main river. A person will not be in breach of this General Direction 41 as a consequence of being in the water having capsized a sailing vessel (whether as part of a capsize training exercise or as a consequence of sailing). For the purposes of identification only, a plan indicating this area is shown in Schedule 2.
42. All vessels are prohibited from entering the Zone (being the marked swimming area off Norton Spit) between 31 March and 31 October each year. For the purposes of identification only, a plan indicating this area is shown in Schedule 2.
43. No person shall jump or dive into the water from any vessel berthed within the Harbour or from any pile, pontoon, jetty, pier, bridge or buoy. A person will not be in breach of this General Direction 43 as a consequence of being in the water having capsized in a sailing vessel (whether as part of a capsize training exercise or as a consequence of sailing).
44. No person shall undertake any underwater or diving activities of any kind within the Harbour without the specific express written permission of the Harbour Master. If permitted, any such activity must comply fully with any relevant current legislation and the Health and Safety Executive guidance.
45. No person shall engage or take part or permit a boat to be used in water skiing, aquaplaning or similar sport requiring a towing vessel in the Harbour except in any area designated from time to time for such purpose by the Commissioners.

## Commissioners' Property

46. No person shall without the prior written consent of the Commissioners sell, attempt to sell or otherwise offer for sale any article or service within the Harbour or on Commissioners' property. This shall not restrict the owner of a boat from seeking to sell his boat, including the placing of a discreet "For Sale" notice on his boat at its mooring.
47. No person shall place any advertisement or other notice on Yarmouth Harbour Commissioners' property except with the Commissioners' prior written consent, and then only in the agreed location, form and manner.
48. A person shall not tear down, damage, deface, disfigure or alter any advertisement, banner or other form of notice on any part of the Commissioners' property or any board or railing to which any advertisement, banner or other form of notice may be attached.
49. The Harbour Master may require any engine or other machinery to be switched off if, in his opinion, it does or may cause a nuisance or disturbance. This will not affect the rights given under Commercial Mooring licences granted by the Commissioners for a fishing vessel that requires to run sea water pumps to keep its stored catch alive on board, provided such use is in accordance with the Mooring Licence provisions.
50. No person shall pump or wilfully or carelessly allow to escape or dump into the Harbour any dangerous or offensive matter, including shellfish and fish waste or sewage.

51. No articles or goods are to be deposited on Commissioners' property without the prior approval of the Harbour Master. Fishermen holding a Commercial Mooring Licence granted by the Commissioners may leave their equipment, but only in the storage area or on the piles in the water or the rails placed on the training groyne designated for that purpose by the Harbour Master from time to time.
52. No person is to abandon an unseaworthy vessel either in the Harbour or on Commissioners' property. If such vessel is not removed immediately on demand of the Harbour Master it may be removed and disposed of by the Harbour Master. Any costs reasonably incurred in removing and disposing of the vessel shall be payable by the owner and may be recouped from the proceeds of the sale by the Harbour Master before passing any balance of funds to the owner.
53. No person shall trespass on, damage, make fast to, or interfere with any light, beacon, sea mark, navigational buoy or mark, racing buoy or tide pole within the Harbour.
54. No person shall in any part of the Harbour or on Commissioners' property dig for lugworm, rag worm or any form of fishing bait.
55. No person is to fish with rod and line or trap, pot or net anywhere in the part of the Inner Harbour that lies between the Harbour entrance and the swing bridge across the River Yar. A person wishing to fish from any other part of the Commissioners' property must first obtain a valid licence from the Commissioners.
56. Any person fishing from the Commissioners' property shall have due regard to vessels passing close inshore and shall not impede their free passage.
57. Any person using any part of the Commissioners' property for purposes connected with commercial fishing or recreational angling shall before leaving the Commissioners' property remove any dirt, waste or seaweed which he may have deposited.
58. No person shall carry or store or cause to be carried or stored on any vessel within the Harbour any petrol or other inflammable fuel or inflammable gas in any receptacle other than a receptacle specifically constructed for the purpose of carrying or storing the petrol, fuel or gas and originally intended by the manufacturer of the receptacle for the purpose.
59. No person shall light any fire or barbecue or use any portable gas or liquid fuelled heating device anywhere on Commissioners' property, except only the use of portable barbecues in the allocated areas on Norton Spit, and only on the metal plates provided.
60. No person shall drive or otherwise operate a vehicle on Commissioners' property without due care and attention or without reasonable consideration for other persons using the Commissioners' property.
61. No person is to set foot on or place any article or allow any animal on any of the Commissioners' property which is salt marsh without the written approval of the Commissioners.
62. All dogs are to be kept under control and on a lead on Commissioners' property at all times, except they may be allowed off a lead if under control on the area known as "The Green". Dog owners are to clear up and take away any fouling caused by their dog.

## Goods

63. The Master of any vessel (except for registered fishing vessels with a Commercial Mooring Licence granted by the Commissioners) loading or discharging goods that have been or are to be carried for financial or commercial benefit to him or another person shall declare the type and amount of each type of goods in writing to the Harbour Master. Vessels involved in the movement of goods over the quay are liable to pay dues.

## Fuel Bowsers

64. A licence from the Commissioners must be obtained for the retention and/or use of a fuel bower in the Harbour or on Commissioners' property in accordance with the provisions of the HRO.

## Miscellaneous

65. In any circumstance where a Master or other person wishes the Commissioners to consider a request for an exception to a General Direction, a request must be made as far in advance as reasonably practicable to allow the Commissioners proper consideration of the request. Such request may be made, for example, in respect of planning for the Yarmouth Carnival to allow activities in the harbour. Any request for an exception will be considered by the Commissioners and their decision communicated to the person requesting that exception. No exception to any General Direction shall be deemed to have been made without the express prior consent from the Commissioners for that particular requested exception. In particular but without limitation no previously granted exception shall be deemed to create a continuing exception, either to the person who requested it or others.

66. **Obstruction of officers**

Pursuant to paragraph 22 of the HRO:

66.1 any person who

- (a) intentionally obstructs or threatens an officer of the Commissioners acting in pursuance of this Order or in pursuance of any Byelaw, General Direction, Special Direction or requirement made or given by the Commissioners;
- (b) without reasonable excuse fails to comply with a requirement properly made by such an officer; or
- (c) without reasonable excuse fails to give such an officer any information (including his name and address) which the officer may require for the purpose of the performance of the officer's functions,

shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 4 on the standard scale.

- 66.2 Any person who in giving such information makes a statement which that person knows to be false shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 4 on the standard scale.

## Failure to comply with Directions – Penalties and Defences

67. Pursuant to paragraph 7 of the HRO:

- 67.1 A person who fails to comply with a General Direction or Special Direction shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 4 on the standard scale.
- 67.2 Where a person is charged with an offence under General Direction 67.1 it shall be a defence for the person to prove:
- (a) that the person took all reasonable precautions and exercised all due diligence to avoid the commission of such an offence;
  - (b) that the person had a reasonable excuse for the act or failure to act; or
  - (c) that the offence was not caused or facilitated by any act or neglect on the part of the person or on the part of any person engaged or employed by that person and that all reasonable steps were taken to prevent the commission of the offence.

Phil Keen  
Chairman of Commissioners  
1 March 2012

## SCHEDULE 1

The terms Inner Harbour and Outer Harbour in these General Directions mean:-

**1.1 “The Outer Harbour”** – so much of the Solent below the level of high water and bounded on its seaward sides by imaginary straight lines drawn –

- (a) commencing at a point 50° 42.38’N, 001° 31.00’W, and terminating at a point 50° 42.57’N, 001° 31.00’W;
- (b) commencing at a point 50° 42.57’N, 001° 31.00’W, and terminating at a point 50° 42.86’N, 001° 29.88’W;
- (c) commencing at a point 50° 42.86’N, 001° 29.88’W and terminating at a point 50° 42.38’N, 001° 29.82’W;

and on its landward side by the level of high water within the area so enclosed, and by the imaginary line referred to in (a) of the “Inner Harbour” definition below.

**1.2 “The Inner Harbour”** –

**1.2.1** so much of the natural Harbour at Yarmouth (Isle of Wight) and of the river Yar as is situated below the level of high water and enclosed:-

- (a) by an imaginary line drawn across the Harbour entrance, commencing at a point at the eastern end of the west breakwater (reference point 50° 42.39’ N, 001° 29.90’ W) and terminating at a point at the northern end of the Inner Pier (reference point 50° 42.39’N, 001° 29.35’W); and

- (b) by the northern side of the road bridge known as the Causeway;

and by the level of high water within the area so enclosed, including all adjoining creeks, bays and inlets to the extent that they are situated below the level of high water but excluding any areas situated to the west of the imaginary line described in section 14(1)(ii) of the 1931 Order.

**1.2.2** All docks, marinas and other natural or artificial watered areas navigable by seagoing vessels which adjoin the portion of the river Yar described above in “the Inner Harbour” definition including all such areas which are separated from the river by lock gates, sluices or other moveable devices through which seagoing vessels may pass, whether or not the same are in existence at the date of the coming into force of these General Directions.

For the purposes of identification only, a plan indicating these areas is shown in Schedule 2.

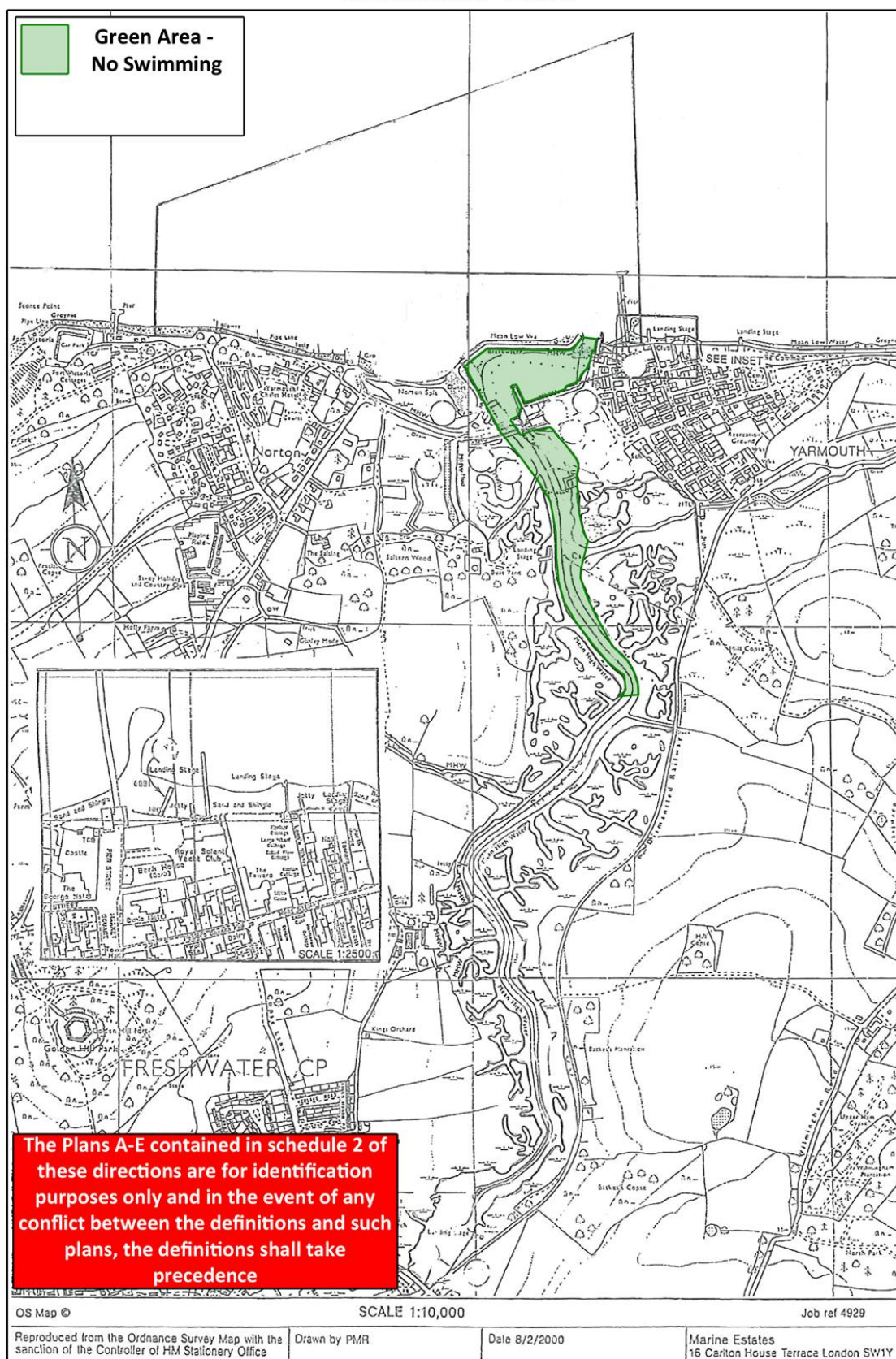


### SPEED LIMITS - PLAN A



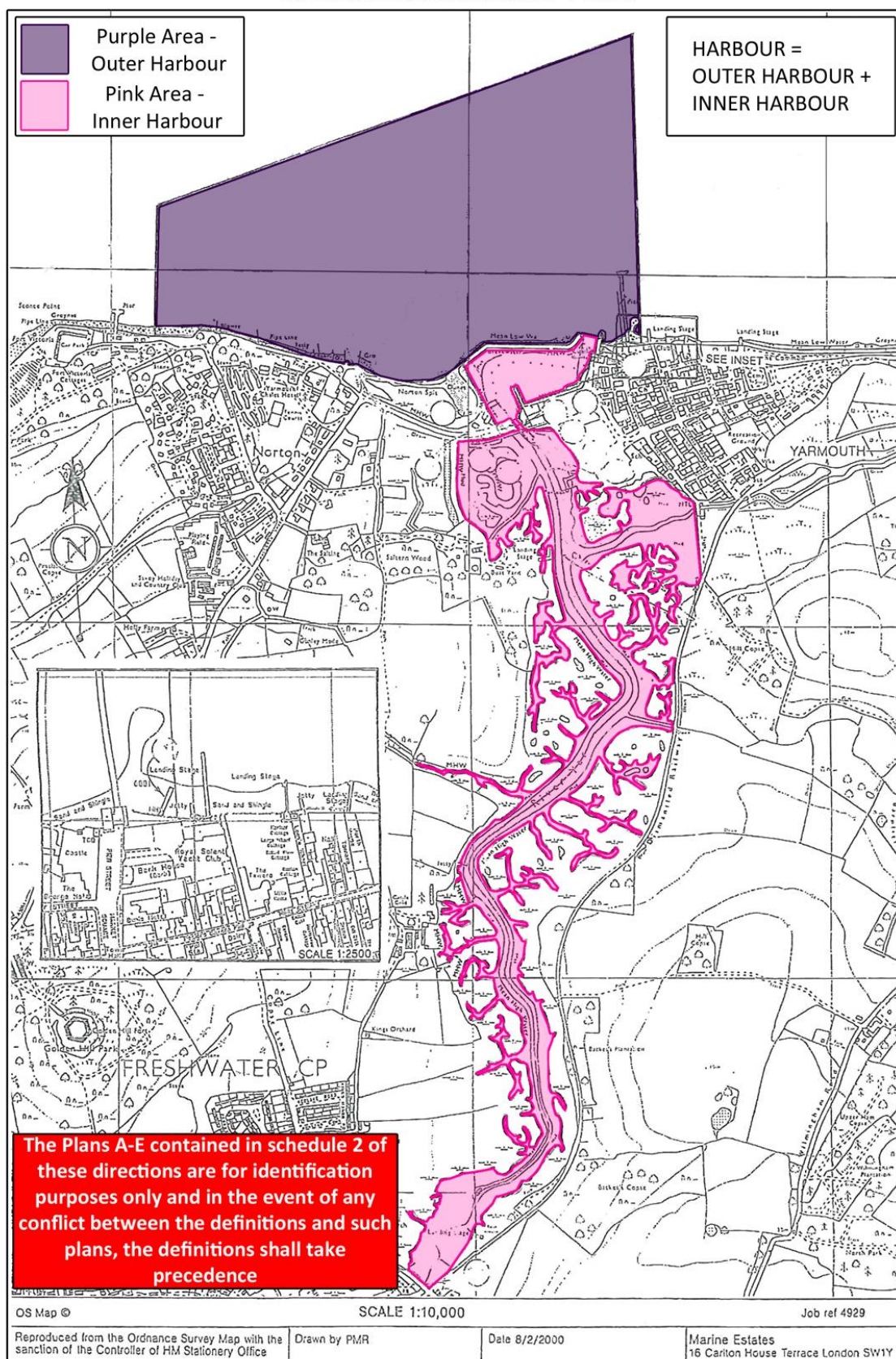


## NO SWIMMING - PLAN B

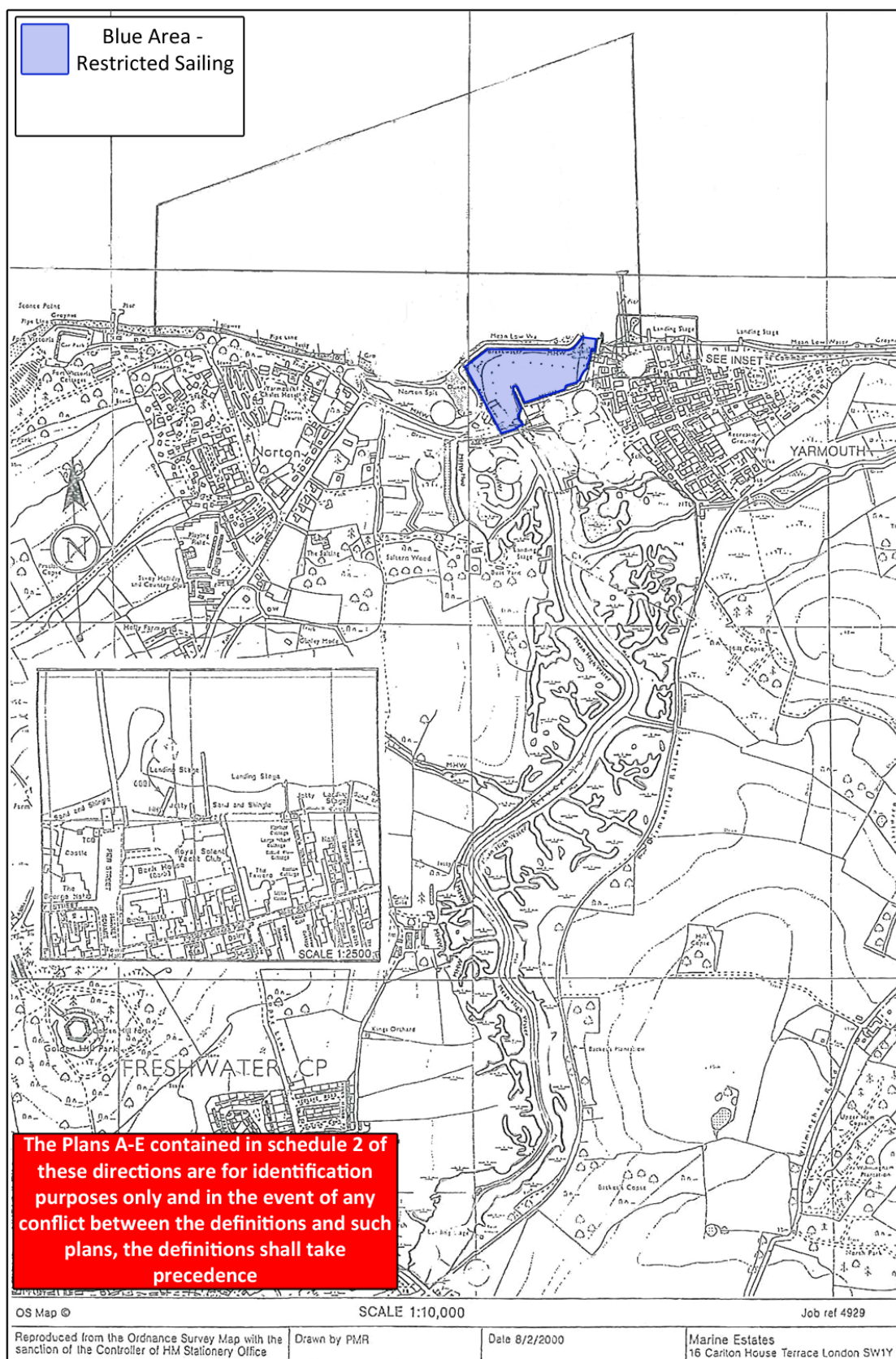




## OUTER AND INNER HARBOUR - PLAN C

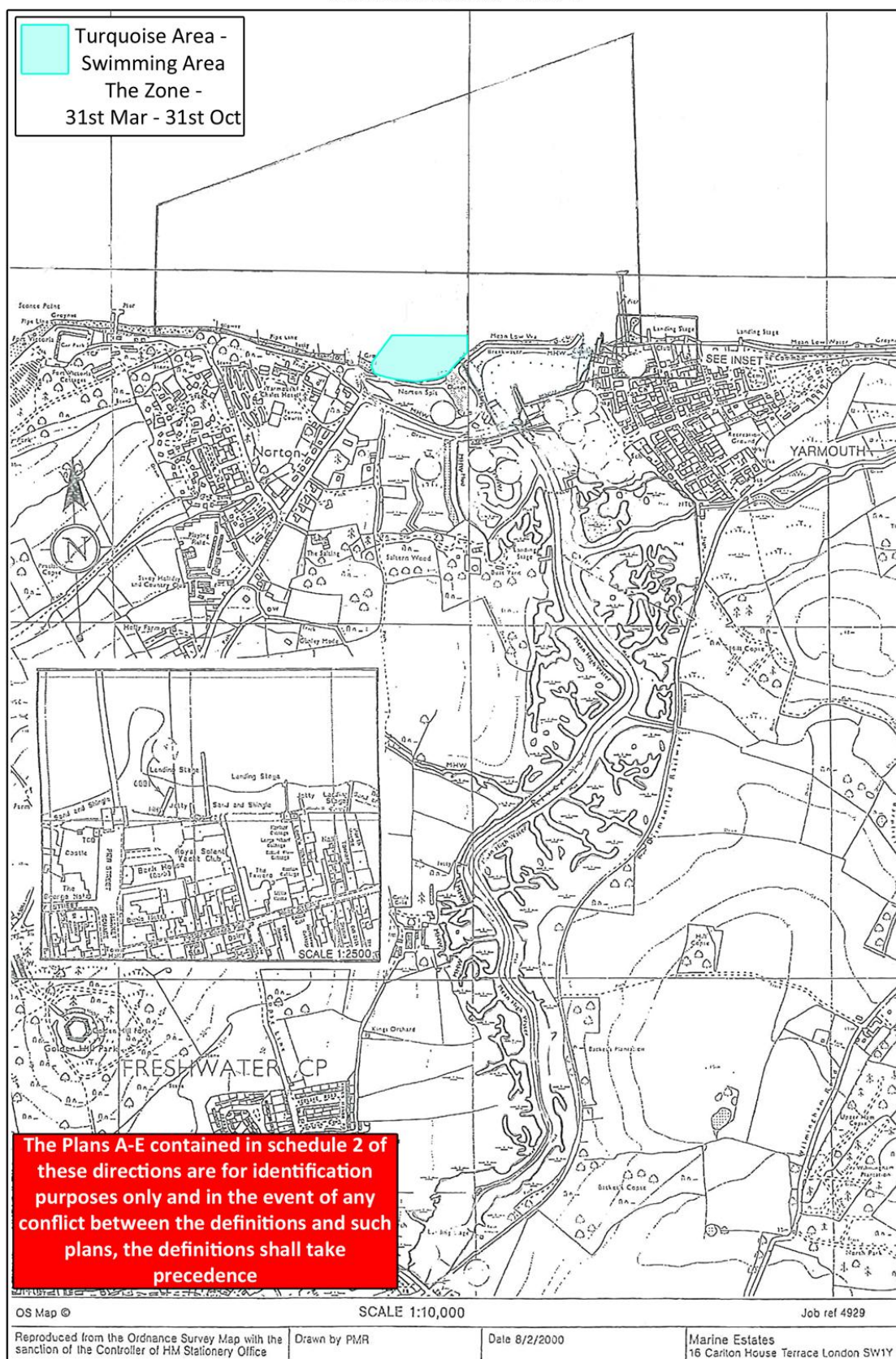


## RESTRICTIONS ON SAILING AS PER CLAUSE 19 - PLAN D





## SWIMMING AREA - PLAN E



## APPENDIX

Letter and map giving clarification of the boundary of jurisdiction of these General Directions.



*The*  
**YARMOUTH (ISLE of WIGHT)  
HARBOUR COMMISSIONERS**

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22 February 2012

To whom it may concern

**The Yarmouth (Isle of Wight) Harbour Revision Order 2011 (the Order)**

We refer to the above detailed Order and in particular the harbour map attached thereto delineating the area of the harbour as more particularly described in Schedule 1 to the Order and shown in red on the harbour map.

It has come to our attention that the harbour map attached to the Order is incorrect in terms of the western boundary of the area of the inner harbour, though the same is correctly described in words in Schedule 1 to the Order. Attached to this letter and initialled by the Commissioners is a further chart of the harbour which accurately portrays the western boundary as described in Schedule 1 of the Order.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Chris Lisher', is written over a dotted line.

Chris Lisher  
Chief Executive/Harbour Master



